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Miscellaneous.

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**A Thrilling Narrative.**

**MR. JOHN WISE'S ONE HUNDRED AND  
THIRTY-FIRST AERIAL VOYAGE.**

Made from Portsmouth, Ohio, June 3, 1852.

The 3rd of June was ushered in with squalls and thunder clouds which continued until the setting sun. The nature of the weather was such that few expected to see a balloon ascension, if one should be attempted. After I had commenced the inflation of the aerial vessel, the violence of the wind was such as to make the balloon so unmanageable that I should have despaired of success in the attempt myself, had not my confidence been strongly established by the frequent trials of the noble air-ship 'Ulysses.'

At 20 minutes past 5 P. M., the wind having somewhat abated, I made the final preparation for the voyage, and in ten minutes after cut the last cord that bound the air-ship to terra-firma. The ascent was slow at first, moving at a moderate elevation over the city in a south-easterly direction, but by the time I reached the Ohio the ascent became rapid, and I soon attained an elevation of about 2,000 feet. This kept me below the range

of the heavy cumulus clouds far and wide, and the balloon sailed sluggishly underneath them, laboring as it were under a heavy pressure.

Having got some distance into Kentucky, and passing along the range of a hill, three rifle shots were fired and one of the balls struck my car, but the concussion was so slight that had it struck my person it would not have produced any injury or pain. The ball reaching and striking the car must have been the most accident, for I am not willing to award such consummate precision of aim at that distance of height, even to a Kentucky rifleman.

Taking a view towards the south, I noticed a thundergust moving toward my line of direction, and I had now attained an altitude that had fairly breasted the storm. From this I presumed that it was impossible the storm could reach me, believing the same current which was moving the storm along must move me along ahead of it, and the distance between the balloon and the storm was at least two miles. I must endure its peril or rise above it by discharging ballast. I became deeply interested in this meteorological phenomenon, especially

when I saw the torrents disgoring from the upper cloud which seemed to cap the storm. The thunder and lightning was all displaying itself below. I say clouds, because they were detached and rugged, and occasionally the flashes would jump from one to another. I watched until its approach became so near that the outskirts of its rain fell on the balloon, and the car began to rock from the effects of its whirling motion. I now threw over sufficient ballast to raise me entirely above it, which gave me a direction more easterly than the course of the storm, and as we were separating, the parting salutes of heaven's artillery were grand and imposing.

As I had not determined to make a long voyage when I started, and knowing that my voyage had for some time past ceased to be of immediate interest to the audience. I had left at Portsmouth, I made some observations preparatory to a descent, for I had now got into a region of atmosphere where occasional glimpses of the earth and the Ohio River were obtained, but there appeared no place suited for a landing within my range of vision, as all was the forest and river. I continued onward and eastward, gradually coming down to get a better view of the nether world under the clouds, with a view of making a final descent. The clouds were much broken below, giving me a tolerably extensive view of the earth and river; and referring to my chart, I judged that I was about 12 or 14 miles north of Burlington, and going toward the east, and at the same time a thunder-gust was coming from the north-west. While I was considering the probability of getting into a drenching rain if I should hurry my descent before the storm would reach me, and also the uncertainty of meeting a proper landing place, and the next difficulty of certainly getting into the whirlpool of the storm if I did not land at all hazards, the gust admonished me once more to seek refuge in the calmer atmosphere above the region of Jupiter's dominions. Accordingly, ballast was quickly discharged, sufficient to send the *Ulysses* mounting upward with majestic mien, and turning my attention

southward I found a storm coming directly under my path again.

Here now was presented an array of meteorological display that seldom falls to the lot of mortal man to behold. Involuntarily there sprang from my bosom an adoration of the God of nature through the adoration of His works, and I rejoiced that I had not made the descent when I first contemplated. Everything at this point conspired to make this the grandest voyage that was, perhaps, ever made in modern times. Here were two tremendous thunder storms approaching each other rapidly beneath me—in the distance and all around were piled in the most majestic and grotesque forms, masses of dense vapor—here and there could be seen immense pillars and spires springing up with enchanting beauty, while ever and anon there came the most terrible discharges of electricity, and loud and frequent thunder continuing with increasing fury—a part of Heaven's heaviest artillery was rapidly approaching in awful conflict—the '*Ulysses*' was soaring above it, distended to its utmost tension, rocking in the undulations of the atmosphere like a ship in a heavy sea, for such was the power of the pealing thunder that the atmosphere seemed to be convulsed to its very center. All this time my own feelings were strung to the highest pitch of admiration; but a thousand regrets yearned in my thoughts because I had no companion to share the grandeur of the scene. High as my feelings were now wrought in viewing this grand commotion among the elements of heaven, the most sublime spectacle was yet to follow.

Twice had the balloon attained an altitude where she had become expanded to her utmost tension, requiring the discharge of copious volumes of gas to get her steady, and while mounting so high, the two storms had gained on me the distance of a mile or two, when I thought I might safely descend, as already gas enough had been discharged to bring me down through the lower clouds. Before I had come down a great distance, I felt a sudden check, and also a sudden chill, and looking upward I discovered a dingy



looking cloud-cap almost over me, so much that the balloon fell into its shadow, while at the same time the western edge of the cloud was brilliantly illuminated by the sun, and the clear blue heaven was unobstructed toward the west as far as the eye could see at the height I then was; but all this time I was under a slight shower of hail. Sometimes I would fall far enough back, or westward of the towering cloud-cap, so that the sun would shine on the balloon for a moment, then again it would suddenly rock into the shadow of it. Here, then, I had a magnificent view of the thunder and hailstorm from the side, or rather from behind it, at an immense elevation above the lower layer of clouds; and to the minute description which I will give of it, I would call the earnest attention of meteorologists and all persons who feel an interest in the investigation of the phenomena of storms, as I shall detail every feature of it exactly as it presented itself to my observation.

This storm ranged at a much higher elevation than the other two of which I have spoken, and it seems to have been a compound storm formed from them, as it sprung up so suddenly, and at a point nearly, if not quite, over the junction of the two which came in contact with each other. At the time it commenced forming, I was in the act of a gradual descent, as above stated, and when I discovered it was really a fresh and third storm, the balloon was quickly relieved from her descent by discharging all the remaining ballast left. This raised me up to a level with the cloud-cap, and the balloon again became completely filled. This surprised me, as already so much gas had been discharged that by my barometrical calculations, my altitude would have been at least 3 miles. Upon reflection and observation, I came to the conclusion that the electrical medium in which I was floating was acting upon the gas, and attenuating it.

The clouds below me were very thin and somewhat detached, but the electrical discharges on them were vivid and in rapid succession. While the balloon was in this position, a mag-

nificent halo, or rather parhelion, was formed on the cloud-surface below, and toward the east, proving that a refractory medium was around the body of the balloon. The halo soon after changed into the color of the rainbow, very beautifully and distinctly defined. The balloon was now sailing in the clear sunshine, a little in the rear of the cloud cap; and, believing that I was out of the influence of the storm, a gradual descent was again commenced. Great caution was now required, as every pound of ballast was spent, and a descent once commenced must be concluded, slow as it might be. When I had settled about half-way down between the cloud-cap and the lower cloud, the uprising current arrested the descent, and the balloon was slightly drawn into the storm, and was also receiving a smart shower of hail, which I perceived was discharging from the cloud-cap. The hail made a terrible noise on the hollow silken globe. For a moment I felt uneasy; above me stood the boding, dingy cloud-cap, below me the lightning was playing too fearfully to attempt a descent through it.

The hail was pattering on the balloon, the thunder was roaring like a thousand pieces of artillery, and the balloon was rocking to and fro like a frail reed. I now determined to sail for some time in the wake of the storm, as to the west of me the sky was clear of a cloud. Several times sheet lightning undulated and quivered between the upper and lower clouds. It was of a slight orange color, and no thunder followed it. This also surprised me, and it moreover relieved me from the fear of its effects. This lightning seemed to have nothing to do with the electrical discharges below, and displayed itself precisely like the aurora borealis—I think it was that phenomenon. While in this position, the balloon was turning rapidly on its vertical axis, and rocking at the same time, which made me slightly sick, like sea-sickness.

Now, suddenly, a new scene presented itself; a rainbow was forming a little in advance of and below me, with its concave side toward me,

somewhat distorted in the shape of the letter S. The balloon was now sinking slowly, and the storm also gaining a little speed in advance of it, which brought me under the arch of the rainbow. This was truly a sublime spectacle—viewing it from behind and sideways through the arch, perspective open to my gaze, with its ceilings and sides frescoed in prismatic colors. Nothing could surpass its grandeur, and in addition to this, every hail drop was prismatically illuminated, and below the arch the mighty caldron of dense vapor was bubbling and boiling like a maelstrom, rolling out most terrific thunder, and to the side of the caldron was pictured the beautiful parheliion, caused by the sun shining on the balloon all the time she was above the lower cloud, but still the outskirts of the hail was falling on it.

When I found that the sheet lightning did not endanger the balloon, and as I felt secure from the electrical discharges below, and the hail being small, I began to regret that it was out of my power to follow this grand display to its conclusion. But my ballast was all expended, except some newspapers and provisions, which I threw overboard to check the balloon a little longer; it must now inevitably soon come to earth, and in fifteen minutes after I was sinking through the lower cloud, which was quite warm. This was about eight miles west of the Ohio River, and ten miles from Gallipolis.

At 6 P. M. I landed on a clear spot, (and they were scarce in this region,) in Guyan township, Gallio Co., Ohio, under a shower of rain, near the house of Richard Harbor, under whose roof I slept that night. This was something over a hundred miles from Portsmouth by the steamboat route.

As I was under the impression that rain and hail, as well as snow, were formed in the lower cloud, having on former occasions, during thunder storms, either sailed in the lower cloud or in the upper, and never before viewed storms from their sides so close as to be partly in them, I will now briefly recapitulate their phenomena. It will afford a good data, because

both of the storms of which I received a portion of the rain and hail, presented the same appearance.

*First:* Thunder storms have two plates of clouds, the upper discharging the contents, whatever they may be, hail, rain or snow.

*Second:* Sheet lightning, of an orange color, undulates silently between the upper and lower clouds in a waving motion.

*Third:* The discharges of electricity take place in the lower cloud. By discharges are meant thunder and lightning.

*Fourth:* The distance between upper and lower cloud was not less than 2,000 feet. This is by mere eye measurement.

*Fifth:* The uprising current was not continued higher than the lower cloud, and was rising and whirling as I was in the margin of the storm, being in it twenty-five minutes.

*Sixth:* The storm was much wider below than above, the deposit diverging at least 25 degrees from a perpendicular line.

*Seventh:* The deposition of rain and hail was thicker in the center of the storm. I could not of course look through it, but I viewed one from its front, the other from behind its line of direction, and both appeared the same.

*Eighth:* Under the shadow of the upper cloud it is very cold; and in the lower cloud it is quite warm.

*Ninth:* The upper cloud was moved by the current which always blows from east to west.

*Tenth:* Other causes than the upper current may affect the horizontal course of thunder storms, so as to increase or diminish their violence.

I might deduce some data from what was so distinctly observed on this occasion, but will for the present leave that for abler heads, and particularly to Prof. Espy and the Smithsonian Institute. JOHN WISE.

### The Seamen's Cause in Windham, Co. Ct.

At a meeting of the Benevolent Association of Windham, Co. a few weeks since, the subject of aiding the American Seamen's Friend Society,



In its work of benefiting seamen, was introduced by one of its members. It was earnestly urged as worthy of the systematic contributions of all the churches. After discussion it was referred to a committee to report at the next meeting of the Consociation. That meeting convened at Willimantic, Oct. 12, when the committee presented the following report, which was accepted and adopted, and the time assigned the cause, July and August.

### REPORT.

The Committee, to whom was referred the matter of recommending the seamen's cause to the churches and congregations of Windham Co. for their annual contributions, beg leave to report:—

That, whether we consider the number of seamen, their past spiritual neglect, their perils and sufferings, their world-wide influence, their facilities for disseminating the gospel, or their present improved and hopeful condition, they have peculiar claims on the beneficence of the Christian community.

Their number is nearly *three millions*, and with the rapid growth of commerce is fast increasing\*.

Until within the last 30 years they were generally considered as hopeless of reform: none went down to the sea-side to seek their salvation. They carried abroad and exchanged our productions for those of other climes; they ministered largely to our comforts and luxuries, to our wealth and protection; they conveyed our missionaries to the distant heathen, and on their return were compelled to say, *no man cared for my soul*.

Their perils on the sea are necessarily great—the average of human life on the sea having been but about half as long as on the land—while their perils in corrupt cities are immeasurably greater; those on the sea being incidental, and those on shore planned and prepared with all the avaricious cunning of an infernal system. So long have they been the

prey of the unprincipled and vile, as to be considered their rightful plunder; and when any are rescued from their deadly grasp, the cry of *rights invaded*, an *honest business injured*, the *poor persecuted*, is clamorously raised.

Their influence, like the waves of the sea, is spread out on every shore; sad, *very sad*, when unsanctified, and most salutary when coincident with the spirit and principles of the gospel.

No class of men possess such facilities for doing good. They go everywhere. They are the moral light-houses of the world. Standing on the shores of pagan lands, their silent lessons of light are most instructive and impressive; but they are not born into the Kingdom of God to be dumb, nor trained to inactivity. The power of habit prompts them to speak out what they think; to act out what they feel; and fearlessly to declare, each in his own tongue, the wonderful works of God.

What Bible and Tract distributors they make! What examples to illustrate the excellence, and agents to disseminate the truths of the gospel!

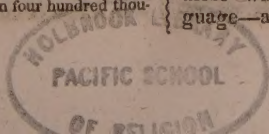
A pious ship-master, now trading between the ports of Valparaiso and San Francisco, is sowing the leagues of the Pacific coast with a harvest so great that it will take the angels to gather it. A sailor missionary in Sweden and Denmark has probably gathered more sheaves into the garner of God, within the last ten years, than any member of this Consociation.

The Portuguese sailors, of late, have manifested an unusual desire for Bibles and evangelical works, not only for themselves, but for their friends at home, and are distributing them in Romanized countries inaccessible to the truth in any other way.

Similar statements may also be made of sailors of other nations; many are running to and fro, and knowledge is increased.

In this connection, it should not be forgotten that two-thirds of the commerce of the world is in the hands of those who speak the English language—a language which contains

\* In our country, within the last thirty years, our seamen and boatmen have increased from fifty thousand to more than four hundred thousand.



the best systems of theology and moral philosophy, and the purest literature in existence—a language which is fast becoming the commercial and social language of the world—and three-fourths of this commerce in the hands of Protestants!

The evangelical prophet had his eye on this immense maritime power *sanctified*, when he saw the sons of Zion brought from far, laden with consecrated treasures, and Zion made *an eternal excellency, a joy of many generations*.

The present aspects of the sea are most hopeful. Not a merchant vessel, or whale ship, or fishing smack is now known to carry intoxicating liquor for their men, as formerly. Thousands of seamen, in theory and practice, are as good temperance men as can be found anywhere.

They are fast becoming provident, instead of remaining prodigal in their habits; having deposited of their earnings in a single Bank for Savings in New-York, within the last sixteen years, more than one million of dollars.

Under the influence of an increasingly parental government at sea, and the protection of Sailors' Homes on shore, they are fast rising in self-respect, in a manly bearing, and in the scale of social and moral improvement. Eminently accessible are they to the truths of the gospel, and susceptible to religious impression. All the chaplains and missionaries of the American Seamen's Friend Society in Sweden, Denmark, France, China, the West Indies, Brazil, Chili, New Grenada, the Sandwich Islands, as well as on our own shores, speak of encouraging success in their work. Indeed, it is doubtful whether there is a field on which the sun shines, which, in proportion to the seed sown on it and the culture it has received, is now yielding a richer harvest than the sea. The Holy Spirit is descending on the deep, like the dews upon Hermon, and masters, officers, sailors are often coming home to declare to their friends what the Lord has done for their souls on the sea.

With such facts, encouragements, and claims, your Committee feel that the cause of seamen needs no re-

commendation from them, *it so earnestly and ably recommends itself*; and the only question is, how the churches and congregations in this Consociation can repair their past neglect and most efficiently aid it.

Your Committee recommend that it be placed on the list of objects to be aided, with the *time* specified, and that it receive the systematic and liberal support it so richly deserves.

JÓSEPH AYER,  
ROBERT C. LEARNED, } Committee.  
HENRY ROBINSON.

*Willimantic, Ct.*  
Oct. 12, 1852.

### The Lay Sermon.—The Subject Matrimony.

You start off, perhaps, shipmates, from a lecture on that subject. What! a sailor marry to live in penury or to leave his widow a beggar and his children paupers! It is not good to marry or even right under such circumstances and with such prospects.

Yet, shipmate, it is no better for a sailor to be alone than it was for Adam, or a Roman Priest, or any other man. No, no, our beneficent Creator never designed us for solitude. He never left us without a help meet for us. Adam was not finished till Eve was made. He had some intellectual developments before. He studied Botany and Zoology, and classified and gave names to animals and plants; but his heart with its social powers, fountain of earthly bliss, was in a deep sleep. When the blooming beauteous Eve appeared, his heart awoke, and he was happy, and the Creator looked down on this last crowning beauty of this beautiful creation and pronounced "all very good."

It one blessing unscathed escaped the wreck of Paradise, it is the *marriage institution*.

And, shipmate, let me tell you plainly that your disregard of it is one cause, the great cause, of the degradation of your class. You will not rise morally, socially, intellectually, spiritually, till you regard in a right light this one of Heaven's own institutions. There was a law of custom among the Jews



commanding every man under ordinary circumstances to marry. Every man considered it not only a privilege, a pleasure, but a *duty*; and in this the Jew was right; and we hope the Gentiles will be brought in ere long and the sailor too. You are aware, shipmates, that certain women hold conventions for the discussion and maintainance of woman's rights. There is one right that belongs to every woman, every virtuous woman, the right to a husband, and a good one, and you may be sure, if that is any ground of hope to you, she has no right that she more zealously maintains, though in a more womanly way; I commend her for it. You ought to be the last man to deprive her of this right. Now, shipmates, leave those vile ones who drag you downwards to the pit, some of whom, alas! have been made vile by your villainy; such, pity and restore, and be an example of honor, a living reproof to those dandies that gloat on ruined innocence. But now comes the rub. "I marry, with my low wages, and poverty, and migratory life? Who will have a *sailor*? besides, the one I wanted did not want me; therefore, I am a *sailor*. O foolish boy! do you suppose the best whales are all caught out of the sea? or, that the very best can not be caught? Do you suppose there is only one blue-eyed one in all the world? Because you cannot be happy in your own way you will not be happy at all? Bad philosophy, boy! If it is denied you to be happy with one, be so with another; be happy any how. Let me tell you, shipmate, God often chooses much better for us than we should for ourselves, "a good wife is from the Lord." Away with your romance and poetic dreams, and have a little plain sober common sense, and let me have your *consent to marry*, the point first sought; that point gained, I am prepared,

In the *second place*, to point out the *way* to honorable matrimony.

My first direction is, Be not rash and hasty in entering into the alliance, but qualify yourself for the duties and responsibilities of the relation. To that end; 2nd. Sign and keep the temperance pledge on ship and shore.

3rd. When in port, board at the Sailor's Home or a temperance and moral boarding house.

4th. Avoid the theatre and every other devil's trap, and "keep good company or none."

5th. Spend the Sabbath under the Bethel flag, when it is possible, or in attention to God's word.

6th. Deposit the largest half of your wages in the Savings' Bank, the surest way in the world to an increase of wages.

7th. Be always receiving wages by being always faithfully employed.

8th. Be determined by every honorable means to rise in your profession, honor it and it will honor you in the eyes of man and woman too; she instinctively has an admiration of the bravery and manliness your noble employment requires.

Follow these eight sailing directions, shipmate, but a short time, and with but an ordinarily fair wind you are on soundings, and ready for a pilot much sooner than you think.

Now, with your consent and fixed purpose to matrimony, and the obstacles out of the way, what remains, but that, In the *third place*, I should pilot you to the desired haven. Let me hang out lights on two dangerous reefs between which you must steer. Do not think so meanly of yourself and your profession as to go down into the gutter for a companion for life. Better have a mill stone hanged about your neck and in the depths of the sea, than an ignorant, idle, vicious, brutish, brawling woman. On the other hand, better not lay your course towards those daughters of wealth and luxury, and delicious ease, whose silken ringlets the dew or rain never glosses, and the rough winds never fan; on whose sweet and delicate features the sun seldom shines; but immured in curtained parlors, where flies for want of light die, and fluttering nightly like butterflies with silken wings mid gilded chandeliers, proudly doing nothing, studiously thinking less. They are not designed or educated for you, or any body else who has any regard for posterity, or the well-being of the community now or ever.

True, they are enchantresses, some of them in feature, form and figure, their solid charms are thousands, I would not have you despise them, or be cold or insensible to their attractions; but like a generous tar, leave them to those dandy clerks who seek their fortunes, or wait to make them, ere they wed ladies to be supported in such respectability, till they are *old* bachelors and die the same; or to those spoiled sons who inherit theirs, fit companionship or partnership, equals in rank and usefulness.

Don't make shipwreck just as you are entering harbor on either of these reefs, the true channel lies between.

Now steady, boy, keep your weather eye open; look ye out a virtuous girl of modest mien, amiable, kind, careful, industrious and pious, the same at home and abroad. Is she beautiful, so much the better, God made that, and it is not in man to despise it, nor can tinsel or paint or art compensate its want; but there are beauties of mind and heart that lie deeper and never fade; look ye well to that.

Is she a seamstress, cook, or chambermaid? never mind that; or all these, so much the better; or is she a country lass with the rosy cheek and nimble step, an heiress to some land, or a few bonds and mortgages? no objection; does she read and write well, understand French, play well? all very well, provided she can make a good Johnny-cake, and make and mend her children's clothing.

Now, shipmate, the haven is in full view lay your course direct for it.

Go tell that blue-eyed blushing one, with all a sailors's frankness, your whole heart your settled purpose to wed, *your* full consent to wed *her*, and ask her for heart and hand. If she hesitates, or sheers off, don't like a fool, threaten to hang, or shoot, or drown yourself; but pay off and give her time to think and advise with mamma. If she incline to a refusal, and her heart seems another's, like a generous tar, bid her look well to her own happiness, bid her God speed, and let a sailor's blessing follow her. Go to sea again, may be she will think better of the manly generous sailor in his absence, and be the most anxious

watcher for his return; but if not, if you cannot conquer her heart, show the world you can your own. Come to the sober conclusion that a Father in Heaven has provided some where and at some time a wife better for you in all probability than she would make; and with patience and perseverance, under divine direction, try again. But if you gain her heart, take her to thyself and never, never break thy vow.

She will promote thee and raise thee to honor and earthly bliss. Thy dreams of her, when rocked on the billow, shall be sweet. The thought of home and little ones and wife shall cheer thee in the night watch on deck, and nerve thine arm to shake out every reef and catch every breeze when homeward bound. It shall throw a new charm around the first hill top of thy country. She shall regain for thee, one spot amidst this wilderness world, thou mayest name Paradise.

#### Loss of the Atlantic.

The following touching description of the fearful scene on Lake Erie, at the collision of the Atlantic and Ogdenburg, is from the pen of Rev. Samuel Haskell, of Detroit, one of the survivors.

*Mr. Editor:*—The following is in compliance with your request that I should furnish your readers with a narrative of the fearful destruction of the Atlantic, and of human life upon her, on the morning of August 20th. The solemn event I hope to be able to survey from a stand-point above the arena of wrangling, selfish, and secular interests, into which no man with the heart of a man can be found descending, when such an overawing providence is the subject in contemplation.

The number of human souls with which we left Buffalo seems now coming to be fixed at between four and five hundred. While the bridegroom tarried, we all slumbered and slept. Between two and three o'clock in the morning, when off Long Point, and four or six miles from the northern shore, we were awaked by a terrific concussion, which took place di-



rectly opposite my state-room, a little forward of the centre of the forward cabin. The noise of massive timbers successively and continuously pounding against and crushing through each other with shivering force, was like that of thunder in one's own dwelling to our startled ears. Myself and room-mates immediately sprang from our berths, commended ourselves to God, and commenced dressing. The bell struck for a moment, giving, as we interpreted it, the signal of distress. The boat lurched slightly upon her side, and we felt that she was rapidly sinking under our feet. Taking the stools from our room in our hands, two of which were supplied with air-vessels attached, designed to make them serve as buoys, we went from our room. The sounds which immediately struck upon our ears were such as I had not expected to hear till the great day of God Almighty. Every kind of cry and shriek, prayer and wail, made our sinking vessel terrifically vocal. One of our room's company disappearing, myself and the other, a Christian man, agreed that we would keep together, and went out upon the guards of the after cabin. The first thing that struck our attention were struggling men and women and gurgling groans in dark waters around us. We looked around, and could discover nothing near us but the persons and fragments which were scattering off from our boat. These we could see at a number of rods' distance from us, though a light mist lay upon the surface of the water, through which the stars looked clearly down from above. Concluding that, if we had struck another vessel, we had run her down, we supposed ourselves far beyond the sight or knowledge of any human being but ourselves, and sinking rapidly into that benighted sea.

We returned into the cabin, and endeavored to force a door from its hinges, but were unable, and almost immediately were driven from our effort by the water rolling over our feet across the cabin floor. We returned upon the guards, and with our little stools threw ourselves from the railing up upon the hurricane deck. The

small boats had been launched by the crew, and filled by themselves and such others as happened to be near the point of launching or had been taken from the water, and were floating off at some distance from the wreck. At length the water had risen so that its gentle ripple broke over the hurricane deck between the wheel-houses. A few were on the wheel-houses, and the rest of us were aft of them upon the highest part of the boat, her bow being now sunk. A hundred and fifty, perhaps, in number, we stood together upon this last and failing support. One after another, imploring females, who had none to look to for protection, came and begged to cling to us. We kept them near, and promised them all the aid in our power, while by passages of Scripture and soothing words we sought to calm them and point them to Him who, in the fourth watch of the night, once walked the dark waters of Genesareth to save the sinking. I took off my coat, and standing with the woman who had fixed her death-grasp upon my hand, a little one side of the crowd, held myself in readiness for swimming when the wreck should fail us. At this time I first saw a distant light. Pointing it out to those around me, our first rational hope that we might be saved was lighted up. Supposing it a vessel on her course, we shouted with all our power to hail her. The minutes were long before we could see that she was nearing us. Once, from her turning, or other cause, she seemed to be leaving us. Refuge failed us. In our distress we cried unto God, and renewing our shouts to the vessel, we soon saw her approach us. She was a propeller, and, as we afterwards learned, the object with which we had come in collision. How we had gotten so far from her, and remained distant so long, is still but partially explained, though our engine continued to run till the water arrested it.

As the propeller came up to our wreck, there was a precipitate rush to get aboard of her, in which several fell into the lake, and her captain, fearing that the crowd rushing upon her side, together with the water she was

carrying from leaks caused by the collision, would sink her, backed away from us immediately, and lay off some rods from us for a weary half hour, during which, such was the tumult on our wreck, that nothing could be heard from him. At length we succeeded in stilling the cries of our party so that orders from the propeller could be heard. And the sweetest human sound that fell upon the awful distraction of the whole terrific death-scene was the stern but kind voice of command from the captain of the propeller, saying, "Obey my orders, and I will save every one of you; otherwise I must again back off and leave you!" It was like Jesus saying, "He that believeth in me shall be saved; he that believeth not shall be damned." We were still. Our deliverer came calmly to our side. We assisted off our females, children, and such as needed help, and, following ourselves, were safe. We had been two doleful hours upon the wreck; during the last one of which, well nigh, God had held a little portion of her stern above water in a manner as specially providential as though we had seen his visible arm sustaining it. The doors through which we had rushed out of the cabin, and some of which we had vainly tried to get off, He had shut, confining a portion of air in her after cabin, which held her up against all her ponderous iron work and coal, that were straining to carry us to a fathomless bottom.

But where were scores and hundreds of our companions?

Our thinned ranks kept asking with fearful emphasis, WHERE? The wide death-scene, in the midst of which we had stood so long, alone could answer. They had perished in the first sudden rush of water upon the main-deck. They went down in struggling masses by rushing in a wild throng from the sinking vessel into the lake. From these two causes a large portion of our emigrant passengers, of whom we had two hundred or more, found an instant grave. Many other individuals and families left the deck and cabin with little or nothing to support them, numbers of whom perished, while some, by in-

credible feats of swimming and providential interposition, were rescued.

I saw the broken-hearted brother, whose sister, unable to find him, was last heard crying: "Where is our dear brother?"—as the waters carried her away. I saw Mr. Lawrence, of Belvidere, Ill., who with his wife was saved from the water to carry home the heart-rendering account of two ladies under his charge being swept from his sight and drowned, just as he gained a glimpse of them and was speaking to them. I saw a step-son whose aged parent, left for a moment in the cabin, was seen no more. I saw an interesting little Prussian girl from a large family of parents, brothers and sisters, of which she was the sad, speechless relic, she being unable to utter a syllable of our language. And I have come this morning from the saddest survivor of all, if the case be as narrated. She is from a wealthy silk merchant's family in London, England, by the name of Williams. She has been travelling in this country with an invalid sister for the benefit of the latter, and in company with a brother and his wife and two children, six in all. Her brother was killed by some falling object while he held her hand. She saw the children drop into a terrific grave; the sister-in-law and feeble sister followed. She had seen enough: she swooned, and when consciousness returned, she was in the propeller, in wet clothes, saved, she knows not wherefrom or how, to tell a tale of grief too bitter almost for endurance. Her brother was about to purchase a residence on the Hudson river, and had with him a large sum of money. A hundred and fifty deaths will be the least supposable number lost. Accuracy can never be reached. The saved have nothing but what they bore upon their persons, which in most cases was their night-clothes alone.

I have no words of censure for the officers and crew of the Atlantic. I know not the cause of the accident. I know not what was done or attempted after its occurrence. I saw no officer, heard no order, and am not aware that the boat was subjected to



any management after the collision. The public will wait with anxiety to know by whose fault we came together with such tremendous force, and what plan for mitigating the catastrophe our officers proposed to themselves, and how they executed it. The public will then award to all their due; honor to whom honor, blame to whom blame.

Unbounded praise we may ascribe without hesitation to One. "Had not the Lord been on our side, then the proud waters had gone over our souls." Unto him, too, we may sing a new song of praise for the sure and priceless hope of the Christian. Brighter than the stars did it shine on that dire, wailing wreck.

*Christian Herald.*

*Detroit, August 25.*

### Seamen's Chaplain in the Port of London.

*Extracts from his Diary.*

A DUTCH BETHEL CAPTAIN & CREW.

March 13th.—Visited several English and Foreign vessels lying in the City Canal. On crossing a large vessel, the ship-keeper said, "I think you will find several religious men on board the Dutch vessel alongside, for every evening I can hear them singing hymns and offering up their prayers." On boarding her I was kindly received by the master and men; I sat down in their cabin, and as several of them could understand some English, I held a long conversation with them; while speaking to them on the subject of religion, their eyes literally sparkled with joy, they seemed at a loss how sufficiently to express their gratitude. I inquired how they spent their Sabbath when in London, and the master said he always called his men into the cabin morning and evening for family prayers, then at 11, 2, and 6 o'clock he conducted public service on board his vessel. He sent his mate to the Dutch vessels lying in the dock, and many came, so that his cabin was often crowded; I said, "Then you preach to them, captain?" He replied, "Well, my dear friend, I be no

minister, but I tell them all I know about Jesus, and I read to them much of the word of God. And we can sing well, and three of my men can make prayers, so we get on well." He said he had spent several months at Riga, and he used to have service conducted on board his vessel; and he was sorry to see how many of the English crews spent their Sabbath there, playing at cards, drinking, &c. I showed him my Bethel flag, with which he was much pleased, and said he thought when he got home he would have one. The crew purchased several copies of the Scriptures.

### PRAY FOR SAILORS.

At the close of each week I endeavor to see as many crews as possible, to urge them to attend some place of worship on the Sabbath, directing them to the different chapels. On visiting them again on the Monday, many would thank me for sending them to hear ministers they liked so well; they have told me the texts preached from, and a good portion of the sermon. But I generally find that in the estimation of seamen, *he is the best preacher who does not forget to refer to sailors in his prayers.* The question has sometimes been put to me, "How is it, sir, that many of your London ministers can drag everybody into their prayers except sailors?" One day I met with a hearty welcome from a crew of colored men belonging (I think) to Jamaica, two of them were members of a Baptist Church; I held a long conversation with them, and gave them some magazines, four of them attended Cotton-street chapel on the Sabbath, and two of them sat down at the ordinance, and they did not forget to tell me of the kindness shown them there by the pastor and friends.

### A PIOUS SAILOR'S TRIUMPHANT DEATH.

During the past month, a Christian sailor who had been for six months an inmate in St. Bartholomew's Hospital, has by death been called to his rest above. He was a great sufferer, being afflicted with a severe cancer in the throat. I frequently visited him, and never left his bedside with-

out learning some useful lesson. In the midst of the most acute and excruciating pains, his mind, being fixed on Christ, was perfectly serene. Never did I witness such a scene of bodily suffering and so much patience and resignation to the divine will. On one occasion when sympathizing with him under his pains and sufferings, he replied, "The sweet refreshing thought of what my Saviour has done for me, in giving himself a ransom for my sins, and dying for me, so buoys up my soul that I scarcely feel pain."

His mind was richly stored with gospel truths, and his sole delight, whilst he was able to speak, was to dwell on those delightful topics which tended to exalt Christ as a saviour, a mediator, and the sinner's only friend. Often have I witnessed the tear of joy burst forth involuntarily, and when asking the cause, the answer has been, "Oh the love, Oh the mercy of God! I cannot help being melted into tears, when I think of it."

On one occasion, when asking him what the doctors said, relative to his case, he replied, "They have had a consultation on the subject, and they have no hope of my recovery; but I have a hope, blooming with immortality and everlasting life; all will be well with me. I look forward to my departure, as Paul did to be with Christ." In my last visit to him, the disease had so far increased as to deprive him of the power of speech, yet he has told me, by writing with a pencil, (not being able to hold a pen,) that "Christ was his all in all." After engaging in prayer for him the last time, when I rose from my knees I wrote thus, "Have you heard and understood what has been said in prayer?" He motioned to have the pencil, and thus wrote, "I heard, believed, and am ready for my change." Being exhausted, he fell back on his pillow. I called the nurse, thinking his spirit was about to take its flight; when, after a few minutes, he again rallied, and stretching forth his hand for the paper and pencil, and being lifted up in the bed, he wrote, "Thank you, thank you, glory, glory, adieu, fare—." The pencil dropt from his powerless

hand, and he could not finish the sentence. Turning from him for a minute or two to give vent to my tears, when I cast my eyes round again, his hands were uplifted apparently in prayer, and his eyes nearly closed in death, pouring forth their last tears. I took the hand, shook it, looked upon the emaciated frame, and from my inmost soul prayed that God would be with my friend whilst passing through the valley of the shadow of death. A few hours after this, his happy spirit took its flight to glory, "all his sorrows left below, and earth exchanged for heaven." Thus died Robert Calder of Shetland, to whom interesting reference was previously made in the magazine for January last, under the title of "The Story of the Cross."

#### Not the least Necessity.

For the consideration especially of grog-sellers.

*Dr. Johnson.*—A man whom Dr. Johnson reproved for following a useless and demoralizing business, said, in excuse, "You know, doctor, that I must live." This brave old hater of everything mean and hateful, coolly replied, that "He did not see the least necessity of that."

#### A Ship and Crew Destroyed by Lightning.

On Saturday, September 25th, intelligence was received at Lloyd's of the total destruction of the ship *Maise*, of Queenstown, Pearson, master, by lightning, on the 3rd of August last, when off the Island of Malta. The ship being on her passage from Ibrail to Queenstown, was overtaken by a violent thunderstorm. At half-past ten P.M., the vessel was struck by lightning, which passed down her mainmast, and striking the hull, separated it into two pieces, fore and aft.

The ship instantly went down with the crew, fourteen in number, and two passengers. Capt. Pearson, on rising, caught a floating spar from the wreck, on which he continued to buoy himself up, and for seventeen hours



afterwards he kept himself above water, when he was happily descried by a Maltese coasting vessel, and landed at Queenstown, Ireland, the whole of the crew and passengers having perished.

### A Common Sense View of the Ship Fever, and Asiatic Cholera.

The death of the late Dr. Doane, Health Officer at the Quarantine; and still later of Captain Samuel Reynolds, from "ship fever;" and the insidious footing of this fatal disease taking root in our midst; the numerous arrivals within the last four years from European ports, laden with pestilential disease and human misery, have been the source of much concern and anxieties to our citizens. Through your columns I would beg to call the attention of the public to the remote and exciting causes, and to assign a common sense view for the terrible visitation upon our shores. First, It must be borne in mind that the great mass of steerage passengers, or emigrants to the United States, (with very many exceptions, however,) is composed of the poorest and worst fed of the various European peasantry, and hapless, worn down, broken spirited artizans from manufacturing districts, who, by some inexplicable problem, manage, from their daily hard-earned pittance to save a portion to pay for their passage, and the purchase of food sufficient (?) for a boisterous Atlantic voyage. The German emigrants procure dried or smoked sausage meats, prepared from what? The manufacturer alone can tell! The Irish emigrant procures a few potatoes, a little salt, and a *string net* to boil them in. The English, the Scotch, and others, procure cheap (damaged) pilot bread, oatmeal, dried cod-fish, smoked herrings, and by way of luxuries, *par excellence*, a ham, a tongue, or some bacon *warranted* to endure a sea voyage, and to "keep" in any climate. These execrable viands, true to their recommendation, will "keep," for water will not soften them, climate will not putrify them, nor any known *natural* functions digest them.

It is not necessary here to exhibit by what specious promises and wicked falsehoods, many of these wretched people are lured from their homes, induced or entrapped on board ship, and consigned to this "land of promise," by the numerous unprincipled "runners," who receive a per centage upon every "head" (passengers) that they procure for shipment. Of course, these remarks do not allude to the many honorable exceptions. In this manner, with the voluntary emigrants, who advisedly make their arrangements for emigration, some three to five hundred human beings are crammed away in a narrow space, between two air-tight decks, in bunks made up temporarily of old lumber, for the voyage. Each bunk or berth, on an average, accommodates (!) two persons, in a space of about six feet in length, by three in width, and two and three quarters feet in height. This *salon du voyage* answers for a sitting apartment, sleeping ditto, store room, kitchen, &c., &c., for a voyage of indefinite duration across the Atlantic. The narrow passages between the bunks, from one end of the vessel to the other, on either side, are filled with boxes, trunks, bags, bundles, straw and mysterious looking vessels, often answering the multitudinous offices and purposes of culinary, parlor, and chamber utensils: these make up the *grand tout ensemble* of an emigrant ship "between decks." Some stow away their provisions *under their bedding*, such as it is, and others, again, lock their provisions away amongst their dirty clothing and filthy rags; others, on the contrary, having some vague idea of the benefits arising from ventilation, ornament the inside of their berths with numerous hieroglyphic looking tongues, ancient hams, chains of modern sausage meats; and some cunningly preserve their provisions from midnight marauders under their uncombed heads, in the place of pillows.

Five times out of ten, an emigrant ship leaves her port, with the "evening tide," either enveloped in a misty, damp atmosphere, or in a "mizzling" rain. The poor wretched passengers

are kept upon the exposed deck, penned and huddled together like pigs on board of an Irish steamer bound for a Liverpool market—thus exposed to the noxious atmospheric influences for hours, whilst answering to their names, that they have severally paid their passage moneys, preparatory to their being “passed below” to their several accommodations. If they are fortunate enough not to be “wet through,” they are sufficiently moistened not only to be rendered uncomfortable, but miserably wretched in the extremest sense of unhappy distress. Their bedding unprepared for their reception, damp, cold and cheerless, prostrated with mental anxieties, and physical exposure and sufferings, they “turn in”; their condition made still worse by the moans of the aged, the heart-piercing wailings of maternal solicitude, the crying of children, the cursing, swearing and blasphemies of the selfish. Combining all these with that horror of horrors, “sea sickness”—(remember too, this scene refers to as fine a ship as ever graced the bosom of the ocean)—with the “rolling,” the “heaving,” and the “pitching” of the vessel, and the reader has presented to him a true picture of five hundred human beings, after God’s own image, packed and crammed in the steerage of a ship, passing their first night at sea!

KENT.—“Good my lord,

The tyranny of the night’s too rough  
For nature to endure.

LEAR.—“Poor naked wretches, whose’er your  
are,

That ’bide the pelting of this pitiless  
storm,

How shall your \* \* \* unfed sides,  
Your coop’d and window’d ragged-  
ness defend you,

From seasons such as these!”

Each passenger is now in the full enjoyment of about seventy cubic feet of atmosphere, which, as a healthy medium of respiration, is exhausted in less than one hour. Not only from the absorption of the vital portion of the confined air by the lungs, is this atmosphere rendered unfit for respiration, but an elimination of a deadly poisonous gas from these organs takes place, which, when re-inhaled, poisons the blood, renders it non-electric, and thus prepares it for *putrid fevers*.

In addition to this poisonous gas

respired from the lungs, is an acrid poisonous moisture oozing in the insensible perspiration from the pores of the skin,—the putrid evaporation from their damp, filthy clothing and bedding, and combined with all these, the *exuvia* of their unwashed flesh, which putrifies upon their bodies from the time (and, no doubt, previous to this) they leave their port of embarkation until they reach these shores. Their limited quantity of drinking water does not supply their blood with sufficient serum; their abominably dried, smoked, salted and spiced food, prepared and cooked in sea water, weakens the digestive organs, and forms imperfect blood; the numerous vermin covering and infesting their berths and bodies—these, by their combined noxious influences, all unite in superinducing the most direful and deadly effects upon those constitutions whose vital powers are too weak, or their constitutions predisposed to disease, as well as those in good health, but dependent upon such exciting causes to destroy the equilibrium of the animal economy and its functions. We have, also, other causes, of great and overwhelming potency, still more destructive, if such be possible, to health and life, than even these; in which cases, no vital re-action takes place. These causes arise from the poisonous exhalations of various gases, from the filthy collection in the ship’s bottom known as “bilge water,” an unctuous, oily, black, thick, muddy and disgustingly fetid fluid.

These gases are produced from mixture and decompositions, and new chemical combinations, from the *debris* of numerous substances escaping from the various cargoes, either from their bulk, or portions from breakage and leakage. For example, such articles as bituminous coal, acids, alkalis, metals, wines, alcohol, spirits, sugar, malt liquors, pitch, tar, resin, &c., &c. A most powerful auxiliary to these, is the decomposing agent in the electro-galvanic action of the copper sheathing, the iron bolts, and the sea water, upon the above named substances. Thus the most poisonous and malignant gases are formed and



evolved, filling the body or space in the ship with their noxious and deadly influences. Add to these the various and multitudinous spilling of stale animal and vegetable food upon the decks, the accidents of children and sea sickness, the mouldering vegetation, provisions, and clothing from close confined impure air and dampness, all more or less putrified and putrifying, sending forth their vicious exhalations, with no outlet but the three limited hatchways." If we pause for one moment to think of this terrible position, the wonder presents itself, not how ships of this class become sailing pest-houses, but how so many, as it were, miraculously escape disease altogether.

If these phenomena, although daily demonstrated, do escape the unobservant or unprepared minds of seafaring men, while engaged in the (to them) more important object, the abstract principles of meteorological phenomena, of the clouds and winds as influencing the ship's course; it must strike the observant mind, that to these vitiated combinations, acting upon a badly fed and depraved animal system, the constant derangement of the animal functions, producing both mental and physical prostration, we must look for the several diseases termed "ship fever," "Asiatic cholera," &c. There can exist little doubt that the proximate causes of these ship diseases produce the same phenomena, under certain circumstances, as those which superinduce the genuine Asiatic cholera, viz. the free disposition of the blood to disorganization, rendering it non-electric, or a non-vital, *carbonized* fluid; or, in other words, the noxious influences I have described destroy the animal electricity, or vital power of the blood. It then becomes subservient to those low putrid fevers, or at once parts with its serum, which is exhaled into and poured from the bowels and stomach, in the dread collapse of Asiatic cholera. Should a storm overtake the emigrant vessel, requiring the closing of the hatchways, the pent up poisons immediately produce their effects upon the battened-down living mass; and now, when vitality and nourishment are most re-

quired to support the animal system, they cannot get upon deck, either for a "mouthful" of fresh air, or for the purpose of cooking their provisions. Disease immediately makes its appearance, and a hundred voices echo and re-echo with the cry of — "*We've got the ship fever; the Asiatic cholera's on board.*"

We find very few of the cabin passengers of emigrant vessels similarly affected. Enjoying more space, a purer atmosphere, with stern windows and open sky-lights to ventilate, to admit and allow a free egress of the fresh sea breezes, as well as admitting the sun's rays—a most important agent upon health, vitality, and for the cure of disease. To these, and the numerous large square gun-port holes, in connection with cleanliness and sanitary discipline, are ships of war, and government transport vessels, with crews and soldiers from 500 to 1,000 men, indebted for their immunity from disease and infection; unless they are taken into an infected atmosphere.

How is it, I would ask, that ships sailing *east from this continent, never carry with them into European ports, ship fever, Asiatic cholera, or any other ship disease?* Simply, because the few beings forming their respective crews are well fed, well clothed, have ample space in which to move and to breathe fresh air. Being mostly sailors, they have ample exercise and exposure to the pure atmosphere of the ocean wilderness, which, combined, stimulates the healthy blood and invigorates the nervous system.

The question naturally presents itself; how are these difficulties to be obviated or prevented? I answer. Let some of the numerous philanthropists, who so bountifully bless our happy land, take the matter in hand and construct vessels with especial view to ventilation, and the comfort, accommodation and health of the myriads of European emigrants. The vessels should be so constructed that free ventilation can at all times, in all weathers, be secured throughout the habitable parts of the vessel, especially the sleeping or berth deck. They

should be provided with numerous port holes, to be readily opened and closed, in accordance with the weather, and with "hammock-nettings," if not for the stowage of beds, at least for the bed-clothing, in properly constructed canvass bags. The berths should be fixed and latticed throughout, or, what would be still better, of trellised iron work, so that a free passage of air could be transmitted throughout the whole lines of berths. Facilities should be provided for washing and cleaning the berth decks, and the decks *beneath* the berths. Funnel and tubes should be applied, as in our magnificent steam packets, for a free draught of atmosphere, between the sheathing and the ship's bottom. Bilge pumps should be supplied for pumping out the last drop of bilge water, as well as to pump clean water and disinfecting agents to purify these parts. Bathing tubs are requisite for the passengers, who should be made to use them at least once a week. These are only a few suggestions, without entering into a detail of *what might be done* for the unfortunate emigrant. Your obedient,

A. C. CASTLE, M. D.,  
Surgeon Dentist.

*Jour. Com.*

### A Timely Reproof.

The stage was crowded with passengers as it passed from New York to Boston. It was late in the evening when one of the passengers, a sea captain, endeavored to exite the attention of the drowsy company, by giving a relation of his own circumstances. He had been at sea in a fine ship; in a dreadful storm his ship had been wrecked, his money and property all destroyed, and every soul on board had been lost except himself. He had been at the mercy of the waves for several days together floating on a plank. The company were interested in this narrative: they pitied the poor unfortunate captain, who was returning home to his family only destitute; but they wondered that a man relating such a tale, and telling of an escape almost miraculous, should confirm almost every sentence with

an oath. Nothing, however, was said to him.

In the morning, when the stage stopped, Mr. B., one of the passengers, invited the captain to walk on before, designing to step into the stage when it should come up. The proposal was agreed to, and they walked on alone.

Mr. B. said, "Did I understand you last night?—the stage made much noise—did you say that you had lost your ship?"

"Yes."

"That you saved your life on a plank?"

"Yes."

"Let me ask you one more question—when on that plank, did you not vow to your God, that if he would spare your life, you would devote that life to his service?"

"None of your business," said the captain, angrily. The stage by this time came up, and they entered it.

Towards evening, as the stage was entering Providence, the captain informed the company that he should not sup with them, as he was so unfortunate as not to have any money. Mr. B. took from his pocket and offered him a handsome bill.

"No," said the captain; "I am poor, yet I am no beggar."

"But," replied Mr. B., "I do not give it to you as to a beggar, but as to an unfortunate brother. You must learn that I profess to be a Christian; and I am taught by my religion to do good unto all men. The gospel prescribes no limits to benevolence; it teaches us to do good to all."

The company applauded, and pressed the captain to take the money. He silently put it into his pocket, without even thanking the donor; though his countenance betrayed uneasiness. The company supped together, and the captain bid each adieu, after having asked Mr. B. when he would leave town. They then parted. The captain went home with a heavy heart, while Mr. B. retired to rest. He was surprised, the next morning at daylight, to hear someone rap at the door. He opened it, and beheld the captain standing before him in tears. The captain, pressing his



hand, said: "Sir, I have not slept a wink since I saw you; I abused you yesterday; I am now come to ask your pardon. I did, while on that plank, vow to God that I would live differently from what I ever had done; and by God's help, from this time forward, am determined to do so." The captain could not proceed; they pressed each other's hands, and parted, probably to meet no more in this world.

### Discoveries of the Last Half Century.

There has been no period since the commencement of the world in which so many important discoveries, tending to the benefit of mankind, were made as in the last half century. Some of the most wonderful results of human intellect have been witnessed in the last fifty years. Some of the grandest conceptions of genius have been perfected. Before the year 1800 there was not a single steamboat in existence, and the application of steam to machinery was unknown. Fulton launched the first steamboat in 1807. Now three thousand steamboats traverse the waters of America, and the time saved in travel is equal to seventy per cent. The rivers of every country in the world, nearly, are traversed by steamboats. In 1809 there was not a single railroad in the world. In the United States alone there is 8,797 miles of railroad, costing \$286,000,000 to build, and about 22,000 miles in England and America. The locomotive will now travel in as many hours a distance which in 1800 required as many days to accomplish. In 1800 it took weeks to convey intelligence between Philadelphia and New Orleans. Now it can be accomplished in minutes, through the electric telegraph, which only had its beginning in 1846. Voltaism was discovered in March, 1800; the electromagnet in 1821. Electrotyping was only discovered a few years ago. Hoe's printing press, capable of printing 10,000 copies an hour, is a very recent discovery, but of the most important character. Gas-light was unknown in 1800, now every city and town of any pretence is lighted

with it, and we have the announcement of a still greater discovery, by which the light, heat, and motive power may be all produced from water, with scarcely any cost. Daguerre communicated to the world his beautiful invention in 1839. Gun-cotton and chloroform are discoveries but a few years old. Astronomy has added a number of planets to the solar system. Agricultural chemistry has enlarged the domain of knowledge in that important branch of scientific research, and mechanics have increased the facilities of production, and the means of accomplishing an amount of labor which far transcends the ability of united manual effort to accomplish. The triumphs achieved in this last branch of discovery and invention are enough to mark the last half century as that which has most contributed to augment personal comforts, enlarge the enjoyments and add to the blessing of man. What will the next half century accomplish? We may look for still greater discoveries; for the intellect of man is awake, exploring every mine of knowledge, and searching for useful information in every department of art and industry.—*Phil. Ledger.*

### The Doom of our World.

What this change is to be, we dare not even to conjecture; but we see in the heavens themselves some traces of destructive elements and some indication of their power. The fragments of broken planets—the descent of meteoric stones upon our globe—the wheeling comets welding their loose material at the solar furnace—the volcanic eruptions in our own satellite—the appearance of new stars, and the disappearance of others—are all fore-shadows of the impending convulsion to which the system of the world is doomed. Thus placed on a planet which is to be burnt up, and under heavens which are to pass away—thus treading, as it were, on the cemeteries and dwelling upon the mausoleums of former worlds—let us learn the lesson of humiliation and wisdom if we have not already been taught it in the school of revelation.—*North British Review.*

# NAVAL JOURNAL.

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## **An Improvement in the Whaling Service.**

The bark *Eugenia*, not long since sent to sea, being fitted for a three years' voyage in the Pacific Ocean, presents some peculiarities in her interior arrangements for the accommodation of her officers and crew, which are worthy of notice. Her cabin is on deck, of spacious dimensions, and is divided into an after and forward cabin, being finished with mahogany in the best style. The after cabin is to be occupied by the captain, with his family, consisting of a wife and one child, who will accompany him upon the voyage. The forward cabin is for the use of the four mates. The fore-castle, which is large and airy, is fitted as a sleeping room for the crew. Below, a spacious cabin is fitted up with berths for the boatsteerers, and a long table, sufficient to accommodate twenty persons, is placed there. At this the crew will take their meals under the direction of the boatsteerers. The *Eugenia* will carry two stewards, one for the officers, and one for the crew; and the best order will be observed while the crew are taking their meals. This is a new idea, is certainly very creditable to the owners, and will have a tendency to increase the self-respect as well as the comfort of the sailor. The pecuniary advantage to the owners will not be small. The custom now prevailing on board the ships of all nations is the old one. Each seaman furnishes his own tin pot, pan and spoon. The "grub" is served upon the fore-castle deck, or down the fore-castle in a "kid," and is divided among the crew, each one

taking into his pan a proportion of the provisions. Among our whaling ships, where provisions are served out very liberally, sailors get more than they want, and have a good portion of food remaining when the dinner hour comes round next day, which is quietly thrown over the side. This will be remedied by the plan which it is proposed to adopt on board the *Eugenia*, the credit of which is due to her Captain, William Wood. We should not be surprised if it should be adopted throughout the service. The *Eugenia* is owned by Messrs. Swift and Allen, and is now at Hazard's Wharf, where she may be inspected.

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## **Local Attraction of Iron in Ships.**

The following notice has been issued by the British Admiralty, and is dated May 12, 1852:—

"My lords desire to call the attention of the captains and commanding officers of H. M. ships and vessels to the necessity of constantly watching the deviation of the ships' compasses, caused by the attraction of the iron in ships, especially in steam-vessels, and more particularly in those constructed of iron; experience having shown that large errors are caused thereby, which not only vary in degree when approaching the magnetic equator, but in many instances, when passing to the southward of it, require the correction for error to be applied in a contrary direction to that previously ascertained. With the view of taking such further precautions as appear to be necessary to guard against the dangers arising from the above cause,



my lords are pleased to direct as follows:—

"1st.—All ships and vessels are to be swung once in every year, for the purpose of ascertaining the errors of the compass of the ship, also immediately on their arrival on a foreign station; or if there has been any great change in the ships position since the errors were last observed.

"2d.—Azimuth and amplitude observations are also to be taken at sea, for the same purpose as pointed out in the practical rules supplied to H. M. ships for the guidance of officers.

"3d.—Whenever ships are swung, or observations taken at sea, a notation of the circumstance, and of the amount of error, is to be inserted in the ship's log and remark books, and a yearly return of the local attraction of the ship is to be transmitted to this office with the quarterly returns ending December 31st, in the form at present in use.

"4th.—It is always to be stated in the returns if the compasses have been corrected by magnets.

"5th.—The attention of officers is particularly called to circular No. 9, dated November 20th, 1846, with reference to the removal of iron from the vicinity of the compasses."

### ••••• 'How's the Wind.'

It is a common and yet a curious sight to see two ships driven by the same stiff breeze, the one sailing North, the other sailing just as rapidly South! There they go, merrily bouncing over the little waves, twin ships born of the same shipyard; keel, ribs and plank, bolted and copper-fastened exactly alike. The same sails are spread on each, the same number of men have signed the "articles" of each, the two captains are brothers, and, last of all, the same wind blows upon the sails of each, yet one goes North, and the other goes South—one goes toward Hurlgate and the other toward the Narrows!

An old sailor sees nothing *strange* in all this, it is so easy and so common a thing with him. It all depends upon how the sails are set—"close hauled,"

she'll go right into the wind's eye: "before the wind," she runs away almost in the opposite direction; "running free" and it matters little which way you would go—for a West wind will send one ship to the North Pole, and her mate to the Equator with equal speed, according as the sails are trimmed on board the ship. An old sailor, or even a frequenter of a ferry-boat, sees nothing strange in this at all. Yet, if next Sunday he hears an earnest preacher say, "this Gospel is a savor of life unto life, or of death unto death unto you that hear," he'll call it nonsense, or else will think it very strange, and will almost doubt the preacher's truth. But it is all according to the way the sails are trimmed. There's wind enough a blowing to sail a scul in any direction; there are many men whose sails are all flapping and they feel beat around and are tossed all about, not knowing where they are, what they are, nor whither they are going; there are many more whose sails are all set, and all of them drawing, they sail with the tide, and go with the multitude to do evil; there are some whose sails are "close hauled" and carefully watched, the least flutter or wrinkle is seen and answered by the helm of conscience, straight on against wind and tide they sail, they seem to know where they are, and where they want to be, and by the earnest diligent way they have of working, we rather suspect they will end their life's voyage prosperously.

### ••••• The Cruise of a Horse.

A lady friend, not a thousand miles from Gotham, relates the following, which has struck us, rightly considered as possessing an element of the pathetic in no ordinary degree. An old horse who served his master faithfully for some twenty years, was sold to a drover from one of the little Long Island Sound villages near New-Haven, and taken from that pleasant town for shipment to the West Indies. As the old fellow went away in new hands, he seemed to have a kind of instinctive presentiment that he was to return no more. He cast "many

a longing, lingering look behind," and whinnied his apprehensions so affectingly, that his old owner almost relented, and but for seeming childish, he would have followed and revoked the bargain, a course which his children, who were watching the old horse depart, strenuously urged him to adopt. He disappeared, however, with his new master, and soon after, in company with a large drove of other horses, he was placed on board a vessel, which one afternoon in March set sail from New-Haven for the West Indies. The vessel had hardly reached the open Sound, at night-fall, before a storm began to brew, which by nine o' clock became so violent that the safety of the ship and crew were placed in imminent jeopardy. The craft labored so heavily, that it was found necessary to throw over much of the live freight, which greatly encumbered the deck. The oldest and least valuable horses were selected, and among them was our four-legged hero. The stormy waters of the Sound received the poor old fellow; but his "destiny" was not yet to be fulfilled! The shore which the vessel "hugged" in the tempest, was only three miles distant, and this, with more than "superhuman effort," he was enabled to reach. That night his old master was awakened by the familiar whinnying of his faithful beast, over the long "accustomed door-yard gate; saying, like the old gaberlunlie-man," in the Scottish song.

"Get up, good man, and let me in?" The familiar sound came like the voice of "Nat Lee's spirit horse," as described by Dana in "The Buccaneers," to that remorseful master. He did "get up," and let the old steed into his wonted stall, which he thereafter occupied undisturbed until his death. With an unerring instinct, that animal had travelled twenty-two miles, after reaching the shore, before he arrived at the door of his old master. "I shall never sell another old horse," said the original narrator of this story to our friend, "the longest day I live."

"My sins how great they sum."

### Disasters.

Whale ship *Huntress*, Gibbs, from New-Bedford, was lost 25th of April, on the Island of Karaghinski, on the coast of Kamschatka, having in a very severe gale struck on a reef of rocks and filled.

Whaling barque *M'Lellan*, of New-London, was lost this summer in Baffin's Bay, while attempting to make Melville Passage. She was crushed between two floes of ice, within a few feet of a British vessel's bow. Her destruction was almost instantaneous, but all the crew were saved.

Brig *Eagle*, of and from San Francisco for Oregon, was totally wrecked 12th of August, in Catherine Bay, about 100 miles North of Cape Flattery.

Aug. 1st, heard from the *Vesper*, of New-London; had been in the Arctic, where she lost her captain, he being taken out of the boat by a line; so reported by Captain Brown, of ship *Ontario*, of Sag Harbor.

Capt. Edwards, of the ship *Suffolk*, writes that when his vessel went ashore on Cruz del Padre, there were nine other vessels wrecked within two miles of him, among them Br. barque *Duke of Wellington*, and schr. *Mercy*, of Bangor.

Brig *Frances*, Savin, from Jacksonville, Flor., Aug. 27, for Nuevitas, was capsized 14th Sept., near Rum Cay; captain and crew saved, vessel a total loss.

Brig *Alvaro*, Connor, hence (Sept. 14) for San Juan, was wrecked on Abaco, 17th Sept., vessel total loss.

Barque *Baltic*, Honeywell, of and for Philadelphia, from Leghorn, in a sinking condition, was boarded 11th Sept., and the crew taken off by ship *Am. Congress*, Williams, hence, at London.

Steamer *Sea Bird*, at San Francisco, 2nd ult., brought Captain Kirtledge, officers, and balance of the crew of steamship *Pioneer*; the ship is badly hogged, and will be a total loss.

Ship *Mobile*, Tarbox, from Liverpool 28th Sept., for New-Orleans, with about seventy-six passengers and



crew, went ashore same night, in a strong gale, on Arklow Bank, and became a total loss. Of those on board, only eight sailors and one passenger were saved.

Br. brig Gem, Gemmel, from Philadelphia, bound to Kingston, Jamaica, was wrecked in a hurricane Sept. 25th. Captain and crew taken off by Br. brig Active, and landed at Great Inagua, after being eight days on the wreck.

Br. brig Portland of and for St. John, N. B., from Cape Haytien, was lost on Caicos Bank night of 2d Sept. Crew, with part of vessel's materials, taken to Turk's Islands.

Barque Grace Clark, Crosby, of and for this port from Turk's Islands, was wrecked 24th Sept., off Grand Turk.

Br. brig Arthur Leary, Martell, from St. Domingo City for Boston, was abandoned at sea in a sinking condition, 25th Sept., no lat., &c.; crew taken off by brig Clara, and carried to Philadelphia.

Brig Roscoe, M'Crillis, of and for Boston, from Philadelphia, struck on the Sow and Pigs, Vineyard Sound, morning 26th Sept., sunk immediately.

The schooner Lucy, from Providence, bound to Mobile, encountered a gale night 26th off Barnegat, carried away both masts, and went ashore near Barnegat Light-house, Jersey shore, where she soon after went to pieces; three of the crew drowned.

Ship Pyramid, Henderson, at New-Orleans from Havre, on the 25th Sept., off the Western Islands, fell in with ship Jas. Fagan, from Cadiz to London, in a leaky condition, and took from her Capt. Davis, crew and one passenger, being necessary to abandon the ship.

Brig Lothera, Bentley, from Belize, Hond. Sept. 15th for Boston, went ashore on the S. W. Reef of the Island of Cozumel, and will be a total loss.

American fishing schr. Burkee, was driven on a reef off Merrigomishe Harbor, night 23d ult. in a heavy N. E. blow.

The following list of disasters is

from the Cape Breton News of the 30th ult. :—

Barque Isabella Stewart, Norton, of St. Andrew's, wrecked at Bridgeport Bay. Barque Ortolan, Russel, of London, wrecked at Cranbury Head. Barque Maidstone, Mothersill, of Rochester, and bound for Quebec, wrecked at Glace Bay. Bark Dryope, Williams, of London, wrecked at the same place. Brig Cyrus of Serus, from Pugwash, bound to Liverpool, wrecked in Mira Bay. Schr. Royal Tar, Nearing, drove on shore in Main Adieu Harbor, and became a total wreck.

ST. THOMAS, Sept. 28.

Our Island has just been visited by a violent hurricane, which has done considerable damage, attended with loss of life.

The storm commenced at 4 o'clock morning 23d, and gradually increased until 9 o'clock. The gale came from W. N. W. In the harbor the accidents are serious; the shipping have sustained much injury. The Spanish brigantine Delores la Perla foundered in front of the marine slip. The French brig Mathilde, of Havre, just arrived from Martinique, in ballast, parted from her anchors at about ten in the morning, and ran ashore at the point under Havensight Hill, and opposite Prince Rupert's Rocks, where she soon became a total wreck.

Halifax papers of October 5th give the particulars of a severe gale which prevailed at Cape Breton 29th Sept. Four English barques, a brig and a schooner were wrecked. Among others, the barque Maidstone, bound for Quebec.

Fishing schr. Alert, of Monhegan, Keen, was run into 8th Oct., 10 P.M., off Thatcher's Island, by schr. S. H. Pool, Yates; crew taken off by the S. H. P. and carried to Gloucester.

Brig Percy, Young, of Warren, Me. from Darien, Geo. for this port, was fallen in with 11th Oct., no lat., &c. dismasted and full of water, by steamer Union, hence at Charleston, which took off Capt. Young and crew.

NORFOLK, October 18.

Schr. Spritting Sea, from Rockport for this port was run into last night, by

the steamer Roanoke, off Fort Norfolk, and sunk immediately.

Br. barque Element, Kenney, ran ashore on the East end of Turk's Islands 3rd Oct., and became a total wreck.

Barque Susan Brewer, Koopman, from Boston for New-Orleans, foundered in the gale of 9th and 10th Oct., the crew were taken off by barque Elizabeth Leavitt, arrived off Charleston Bar dismasted.

Brig Creole, of Ellsworth, Lord, from Dighton, Mass., for Philadelphia, while running into the Delaware Breakwater 23rd Oct, with a fair wind, misjudged his distance from the stone heap, and taking in sail too soon, went on the stones, and soon went to pieces.

Ship Sabattis, Grey of Pittston, from City Point for Liverpool, was abandoned 17th Oct., with masts cut away and leaking badly, having been thrown on her beam ends. Captain and crew taken off by ship Ocean Queen, at this port.

Br. brig William of Prince Edward Island, from Liverpool for Richibucto, struck on a reef outside the harbor of the latter port 9th Oct., and bilged.

Schr. Mary Winford, from Plymouth, N. C., for Wilmington, N. C., was driven ashore on New Inlet Bar 23d Oct. Vessel a total loss.

During a heavy gale from N.N. E., at Owl's Head 23d inst, schr. Gen. Cass, of Rockland, from New York for Bangor, before reported ashore on Half Tide Ledge, went to pieces.

#### FALMOUTH, Oct. 12.

The schr. Sarah, of Bristol, from Newport for Wilmington, was abandoned in a leaky state Oct. 9; crew saved.

Brig Griffin, Webb, at Bermuda, 15th Oct., from Porto Pico, fell in with on the 4th Oct. schr. Syren, of Halifax, N.S. dismasted and totally abandoned.

Ship Mount Vernon, Given, of Bath, which loaded at Bic, or in the Saguenay, was reported at Quebec 25th Oct., to have been wrecked at Point Rouge, a little below the Saguenay.

Schr. Gen. Cass, of Rockland, Buckley, hence to Bangor, ran on to Half Tide Ledge, near Owl's Head, night 19th Oct., bilged and filled with water.

Barque Georgia, Allen, of and for this port from Cardiff, (Aug. 12,) was abandoned Oct. 1. All hands saved, and taken into a port in Newfoundland.

Steamer Empire City, at this port, reports: October 31st, spoke Am. schr. Argyle, from New London, bound to Key West, and took from her Capt. MacKellar and six men, of the Br. brig Integrity, of St. John, N. B., bound from Savannah to St. John, N.B. She sprung a leak, 24th.

#### NASSAU, N.P., Oct. 16.

I have to report the total loss, 5th inst., near Bird Rock, of the British barque Charlotte Whitmore, Thompson, of and for Swansea, from St. Jago, Cuba.

The crew of Br. Brig Senhora, Cary, hence for London, were taken off that vessel 14th Oct., she having been totally dismasted in the gale 12th.

Schr. Sarah, of Bristol, Me., from Newport for Wilmington, was abandoned in a leaky state, Oct. 9th.

#### PICTOU, Oct. 20.

List of vessels lost in the gale of the 15th at Suris:—Schrs. Atalanta, of Gloucester; Ocean Star, of do; Mary Felker, of Newburyport; Hannibal, of Gloucester; Edward, of Portland; Cypress, Newburyport; Eliza Ann, and Colossal Lake, do; Augusta Parker, Gloucester; Rio Del Norte, do; Sunbeam, Deavondale; Leader, of Gloucester; Candace, Brooksville; Mary Elizabeth, Arichat; Speed, Scotland and Challenge, Portland; Marion, Boston; Ion and Gerard, Gloucester. All but four a total loss—one life lost.

#### NORFOLK, Oct. 25.

Brig Marine, of and for Boston, from Jacksonville, put in here with loss of sails, &c.

Br. schr. Peri, from Dominica for Baltimore, is in Hampton Roads, having on board the crew of the Br. brig Vernel, of Liverpool, N.S., from Wilmington for Trinidad, abandoned at sea.

A vessel painted black is reported



ashore at Long Point, a total wreck; all hands supposed to be lost.

ERIE, NOV. 8.

Barque Rochester, which left Cleveland, Saturday, with 600 tons coal, when off Grand River, sprung a leak and lost one man overboard. About o'clock Sunday morning was headed for the shore, and struck about three o'clock near Walnut Creek.

The U. S. steamer Michigan, returned from searching for the Rochester, reports that she has gone to pieces, and no portion of her could be found. Every hand reported lost, except the captain and a boy.

BUFFALO, NOV. 8.

*Gale on Lake Erie.*—A severe storm prevailed on the Lake during yesterday and a part of Saturday, and several disasters are reported. At Erie the schr. M. Dousman, with coal, sunk in the harbor.

Schr. R. C. Smead, went to pieces yesterday, a few miles below Bandone. Supposed two hands lost.

#### Notice to Mariners.

*The Turk's Islands Light.*—From the 9th of Oct., 1852, a white light, revolving every 27 seconds, with a continued dim light between the interval of the strong flashes, has been exhibited on the North Point of the Grand Turk.

The tower, which is painted white and 60 feet high, is situated 400 yards S. 50° W. of the extremity of the point in lat. 21° 31' N., lon. 71° 7' 40" W., with the centre of the lamps 110 feet above the mean level of the sea.

The light is visible from all points of the horizon, except between the following bearings, when it is eclipsed by the Cays lying to the Southward of the Grand Turk.

Light eclips-	{	N. 21 W.	{	Magnetic
ed between		N. 16 W.		
—Do—	{	N. 8 W.	{	Variation.
		N. 8 E.		
—Do—	{	N. 13 E.	{	1° 45 East.
		N. 21 E.		

In clear weather the dim light between the flashes can be seen distinctly at the distance of seven miles.

With a clear atmosphere, the flash

is visible with the eye elevated 10 feet 15 nautical miles; 20 feet 16 miles; 40 feet 18 miles; 80 feet 21 miles.

*Caution to avoid Dangers off Cape Comete East Caicos.*—Vessels running for the Turk's Island Passage from the northward, must endeavor to make the light on a bearing to the Westward of South, as its range does not extend sufficiently far to guard against the dangers lying off Cape Comete, East Caicos.

*Caution to avoid N. E. Reef, Grand Turk, Turk's Islands.*—A reef runs off from the North point of Grand Turk, its extreme bears from the light N.E., (magnetic) distance 3 miles, and from thence extends Southerly and runs parallel with the east side of the Cay at the distance of two miles; consequently vessels on making the light between the bearings of S. W. and W., should (if intended to take the Turk's Island Passage) be careful to avoid this danger.

On the bearing of South the light may be safely approached to within two miles, and have the passage open.

This light cannot be seen from the dangers at the southern entrance of the Turk's Island Passage.

GEORGE B. LAWRENCE,

Lieutenant Commanding.

H. M. Surveying Vessel Scorpion,  
Turk's Islands, Oct. 18, 1852.

*Relating to a new Light on the Island of Seiro, at the Northern entrance of the Great Belt.*

Office of Committee of Privy Council  
for Trade.

WHITEHALL, Sept. 24, 1852.

SIR,—I am directed by the Lords of the Committee of Privy Council for Trade, to transmit to you for the information of the committee managing the affairs at Lloyds, and in order that it may obtain publicity, the accompanying translation of a notice issued by the Danish Marine Board, respecting a new Light established on the Island of Seiro, at the Northern entrance of the Great Belt, and which will be lighted for the first time on the 25th inst.

JAMES BOOTH.

Capt. G. A. Halsted, R. N., Sec. at Lloyds.

## [TRANSLATION.]

On the so called Guiben, on the Northmost point of the same Island of Seiro, lat.  $55^{\circ} 55' 10''$  North, and lon.  $11^{\circ} 59'$  East of Greenwich, a revolving light will be established on a tower 50 feet above the land, and 100 feet above the sea.

The new Light, which will be lighted for the first time on the 25th inst., and will thereafter be kept burning the same time as all the other lights in the kingdom, viz.:—from half an hour after sunset until sunrise, will consist of eight lamps with reverberators, which will take six minutes to each revolution, so that they show a strong light, lasting between 12 and 15 seconds, every second minute.

The light will show all round the horizon for the distance of  $3\frac{1}{2}$  to 4 miles, (14 to 16 miles English.)

Marine Board, September 10, 1852.

*Revolving Light at Montevideo, South America.*—Hydrographic Office, Admiralty, 30th Sept. 1852.—Her Majesty's Government has received official information that the New Light-house on the summit of Montevideo was completed and lighted on the 16th of July last; that the Light is on the revolving principle, and is visible for an interval of thirty seconds once in every three minutes, and that it is 486 feet above the level of the sea, and is therefore visible from a distance of about ten leagues.

In the course of October next a Light Vessel will be placed in the channel of Læsoe, lat.  $57^{\circ} 12\frac{3}{4}'$  North, lon.  $1^{\circ} 4\frac{3}{4}'$  East of Greenwich.

This Vessel, which has two masts, schooner rigged, and her sides painted red with a white cross, will lie in about ten fathoms water, E. by S. three cables length from Dvaleground's middle beacon, which has two brooms.

The light arrangements of the ship consist of nine lamps with reflectors, placed around the mainmast and elevated to a height of 30 feet above the level of the water.

The Light will continue burning the same time as the other Lights of the Kingdom, viz., from half an hour after sunset until sunrise.

It will light the horizon round to a distance of 2 to  $2\frac{1}{2}$  miles (Danish.)

Further information will be published as soon as the light is exhibited.

Marine Ministry, Copenhagen,  
15th September, 1852.

*Discovery of a Rock in the Pacific Ocean.*—Ship "Mandarin," H. Stoddard, commander, on her late passage from N. York to Shanghai, China, discovered a rock in the Pacific Ocean, not laid down on any chart, nor in Horsburghs E. I. Directory, of which the following are the particulars:—

Friday, Jan. 23rd, 1852.

Before daylight, discovered something ahead which appeared to be a sail; the ship at the time going at the rate of 4 knots close hauled with the wind from the Northward, and a heavy swell from the N. E., but upon a nearer approach was found to be a rock. Immediately tacked ship to the Eastward. At daylight saw the rock at a distance of 5 miles, which appeared to be 200 feet high, with a ledge of low rocks, even with the water's edge extending from the Northward of the main rock, about a cable's length upon which the sea was breaking violently. No other dangers were seen in the vicinity from the mast-head. At noon got a good observation, the latitude and longitude carried back, places the rock in the following position:—Latitude  $25^{\circ} 55'$  North Longitude,  $124^{\circ} 55'$  East, by two Chronometers.

P. S. Vessels bound to Shanghai, late in the season, through the eastern passage, after passing to the windward of Typinshan Island, where they have long dark nights and stormy weather should be on the look out for this rock, as it lies in the track to China.

The above you may publish for the benefit of whom it may concern.

Yours respectfully,

HENRY HANSON.

1st Officer Ship "Mandarin."  
N. York, 6th June, 1852.

—♦—  
"Death has been here, and borne away."



## New York, December, 1852.

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### A New Light-House Erected.

*Among whom ye shine as lights in the World.* PHIL. 2. 15.

Among whom *shine ye* (Greek imperative) as light-houses along a dangerous coast. Ptolemy Philadelphus, built a celebrated tower on the Island of Pharos, about 300 years B. C.; in the top of which a bright flame was always kept burning at nights to direct mariners through the intricate and rocky channel into the harbor of Alexandria.

May not the Apostle have alluded to this very light in exhorting the Philippian Christians thus to shine?

So along dangerous shores, at home and abroad, the American Seamen's Friend Society, is erecting moral light-houses. One has just been established in St. Johns, N. B., by the appointment of the Rev. E. N. Harris, as Chaplain to Seamen. The number entering this port annually is at least sixteen thousand, and of half a dozen different nations, about one fifth of whom are employed in American vessels. The numerous wrecks of purse, and character, and life in this port have at length awakened the Christian and humane to appeal for aid; and this appeal has resulted as above stated.

Another similar work is in progress, and will in due time be announced.

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### Aspects of the Sea.

#### THE FORECASTLE.

"What are we coming to," remarked an intelligent shipowner the other day. "We cannot keep Amer-

ican sailors in our forecastles." The forecastles are greatly improved; more spacious, airy, light, comfortable, and attractive, and the provisions and discipline greatly improved, but they won't stay there. In a few months they are in the cabin and on the quarter deck as officers and masters, while foreigners are manning our vessels. More than half of the men now before the mast in American vessels are foreigners; Swedes, Danes, Norwegians, Dutch, Portuguese, and a dozen nations more! What are we coming to?"

Ans. 1. We are coming to a mutual acquaintance, and into a fraternal relationship with the world. Isolated nations, like islands, are passing away, and a bridged ocean is bringing the human family into a common brotherhood.

2. We thus have increased facilities for the dissemination of the gospel.<sup>†</sup> These men come to us to have their lamps lighted, and when lighted by fire from heaven, how widely do they let their light shine!

3. We are coming to clearer and more correct views of the spiritual responsibilities of shipmasters and officers as well as of our own. Such a field for doing good cannot be left uncultivated without incurring great guilt.

#### THE FIRST OCEAN SHUTTLE.

"Go back to London," said the New-York merchants to the project of weaving a web three thousand miles long by steam, "and if you form a company there, and succeed in the enterprise, we will come and join you."

They went back and formed the

British and American Steam Navigation Company; the design being to have steamships of both nations in one line. A severe commercial crisis soon followed so as to frustrate the design of the American merchants, and leave to the British merchants the enterprise and the honor of sending to our shores the "Sirius,"—the first of the now more than a score of ocean shuttles which are so intensely weaving the great social web of the nations.

About the first of June, 1847, the American Ocean Steam Navigation Company, despatched the "Washington," for Southampton and Bremen. Thus commenced one of the boldest achievements of art in the scientific application of steam. And now nothing less than the capes of the globe are large enough to receive, the mighty web!

#### THE WORLD'S MERCHANT FLEET.

"There go the ships!" exclaimed the psalmist. "There go the ships!" we reiterate, multiplied immensely, and dotting over the sea as the stars stud the sky.

	VESSELS.	TONS.
Great Britain,	has 34,090 with	4,144,115
United States,	" 29,192 "	3,535,451
France,	" 13,679 "	595,344
Netherlands,	" 1,793 "	396,924
Norway,	" 3,064 "	337,058
Russia,	" 770 "	217,765
Austria,	" 621 "	*178,000
Denmark and Duchies,	" 4,710 "	168,978
Greece,	" 4,000 "	150,000
Prussia,	" 977 "	133,658
Papal States,	" 1,520 "	133,402
Naples,	" *349 "	100,000
Hamburg	" 286 "	82,053
Canada,	" 983 "	68,552
Ceylon,	" 609 "	30,820
Belgium,	" 161 "	22,770
Tuscany,	" 778 "	27,598
Mauritius,	" 125 "	10,020
Cape of Good Hope,	" 84 "	4,080
Total.	97,736	10,336,588

Remarks. More than three-fifths of the above vessels and tonnage belong to Great Britain and the U. States. The mercantile marine in South America the East Indies, &c., is not included in the above, nor the world's fleet of vessels of war.

Though a tree be ten thousand cubits in height, its leaves must fall down, and return to its root.

\*Estimated.

#### A Model Whaleman.

At Sea, March, 1852. Ship H. A. Pacific Ocean.

MY DEAR FATHER,—It is with pleasure I again address you by letter. It gratified me much to receive your *kind letter* when last in *port* (Honolulu,) in answer to mine, when off Pernambuco; may the excellent advice therein given never be lost to me. We are now running before the N.E. *trades*, with studding sails set below and aloft, and hope to arrive at the Islands in the course of another week. We shall remain only to recruit ourselves, and ship, for a long "Nor-West cruise." Latterly we have been off the coast of Lower California, and have been successful in taking 350 brls. of Sperm Oil. I have had abundant opportunity to try my capabilities as a *Whaleman*, and thus far have received the plaudit of "well done." My boat has taken a good proportion of what oil we have.

At one time we went on to a shoal of Sp. Whales which were coming directly *to us*. I darted my *first iron into one*; but before I could lay hold of my *second*, one of the whales ran his huge head against our boat with such force that I was knocked entirely clear of the boat directly among them. They were lashing the sea into a *foam* with their flukes and fins, and it was difficult to tell, which was most frightened, they or I. Feeling the line across my back, I cleared myself and swam to the boat without being harmed by either fluke or fin. The first whale to which I fastened was a right whale last season, in lat. 50 E. 40 N.; directly after I struck him, he struck us, knocked *boat* and *all* high into the air together. On regaining the top of the water, I saw most of our crew astride our stoven boat, and soon took my place with them, with chattering teeth and shivering bodies waiting for the rescue. A boat soon arrived and carried us to the ship. Fitting at once a spare boat, in a short time we were going to aid Mr. Locke, who was fastened to a whale. We had not been *fast* twenty minutes before our line become foul, and I cut it, just in time to prevent our boat being carried



under, though not in time to save her from capsizing; thus, a second time we were emptied into the ocean and obliged to swim. To crown all, after the whale was killed he *sunk*, and was *lost*. That day's work cost us 200 fathom of line, and craft to some considerable amount. But a man is no sailor if he cannot "*take a joke*," as they say; so we tried to make the best of it.

During the entire season we took but one whale, which made about 60 brls. of oil. The season was a complete failure to the entire *Arctic fleet*, with but a few exceptions, which made a little by taking oil of wrecked vessels. Of the difficulty and distress experienced owing to the *ice*, you have doubtless heard ere this.

We shall ship home what oil we have, and hope during the next season to take half our cargo. My health has been very good during the voyage; the captain is very kind, seems anxious I should improve, and gratified with my nautical knowledge. The doctor is very agreeable, and willing to aid me in any of my studies. I find my flute and French a recreation when ship duties will allow; always commanding time to study my Bible, and still feel that religion gives *perfect happiness*.

Looking forward to the time when I may *command* a vessel, I earnestly strive to perfect myself in those qualities which will enable me to fill such a station ably, as a "polished gentleman," with honor to my parents, to my friends, myself, and my country.

The doctor, captain and mate, Mr. L., desire kind remembrance. May we meet on earth! If not, may we be found among the redeemed. Most affectionately, your only son,

J. P. L.

### Sailor Missionary's Report for July, August, and September, 1852.

#### EXTRACT FROM MY DIARY.

July 12th. To-day visited twenty-four vessels, distributed tracts, and conversed with several seamen about religion. Yesterday, being Sunday, I visited several vessels in the morn-

ing and distributed tracts and invited seamen to come to our meetings. A captain, when he saw my tracts, refused to receive any himself and would not suffer me to give any to his men; however, I got one of the men persuaded to receive one. As I walked up the street, I began to distribute tracts to those I met; I was soon surrounded with a large crowd of people, who all desired to get tracts. Whilst I was thus engaged in serving out the bread of life, a policeman came and forced me away; scolding me for having closed the street, raising mobs, and so on; I offered him one of my tracts, which he refused to accept, so I walked on with some who followed me to our meeting. In the afternoon I got two young seamen to go with me to the meeting, who appeared to be much wrought upon under the preaching.

July 26th. Last week I had a religious visit of Christian friends from Sweden, who came here in a small vessel from Gothenburg. The skipper was not himself a converted man, but his crew, consisting of three seamen, were all pious men.

Last Wednesday evening came a young clergyman from Sweden home to my house. He is one whom I have stood in Christian correspondence with for some time back. We had not before been personally acquainted, but we had long known each other as children of the heavenly parentage. Our joy was now the greater in seeing and embracing one another. He came here in a vessel from Stockholm bound for New-York, as passenger to the United States; he makes this journey partly for his health, but chiefly to learn to know the Christian life and religious state of America.

I doubt not but what he will greatly profit thereby, and return to Sweden with the fullness of the Gospel of Christ. His name is extensively known in Sweden, as a pious and evangelical Minister of the Gospel. But this is not the only thing of deep interest in this case; the captain who has the charge of the vessel he sail, in, is a pious and exemplary Christian. The head owners of Stockholm

are also pious men. You will therefore see that the cause of God among seamen in Sweden is advancing.

To God be all the glory. It is now no longer Great Britain and the United States of America which can boast of having their merchants ships commanded by pious captains and manned by pious seamen. It is not only on board of English and American vessels, that prayer and praise are ascending to the ear of the most High, and the Gospel of Christ listened to and carried abroad in the world; but, thanks be to God! other nations also begin to take part in the glorious enterprise. As there are a great number of passengers on board who are emigrants to America, these servants of Christ, (the minister and captain,) will have a large field of labor during the passage, and we hope and pray, that their labor may be abundantly blessed to the conversion of both passengers and seamen.

Aug. 7th. Last week I had an interesting conversation with the crew of a Swedish vessel. Several of them appeared to be intelligent young men, who seemed much interested in hearing about the friend and saviour of sinners. I exhorted them to make their calling and election sure, and gave them some Swedish tracts, which they thankfully received. I frequently among the sailors meet with some who are afraid of me, on the ground that they suspect me to be a Mormon emissary; for indeed those people (the Mormons) are very busy in spreading their lying fables even among the seafaring people, and have made several converts, from among them. One day last week, I met with one of their prophets on board of a vessel, where one of the crew was a Mormon. The Mormon priest was down in the cabin, conversing with the captain, who is a thinking and I believe a Christian man. He asked me to give my opinion of the Mormon system, and I did not hesitate to say, that it was the most wicked system that ever has appeared under the Christian name. The Mormon priest now demanded of me to make good this bold assertion, and so we soon got engaged in a warm but pretty fair

dispute, which lasted for nearly two hours. The men on deck listened to us the most of the time at the companion way. The dispute ended with the entire confutation of the Mormon doctor; he lastly went his way entirely confounded. I afterwards had a very interesting conversation with the captain and two of his men who appeared to be seriously minded. I also endeavoured to get into conversation with the Mormon sailor, but he refused to converse with me. He said I was a heretic, whom he could not and ought not to speak with, since his priest had warned me.

Aug. 16th. Last week as I walked about the wharves one day, distributing tracts, I met a sailor on board of one of the vessels, who would on no account receive any of my tracts. He was from another vessel in the same slip, and after he had warned the men not to receive any of my dangerous books, he went his way. But, notwithstanding his warnings, the mate, captain and crew received each one a tract, and listened attentively to the remarks I made. After I had visited several other vessels in the same manner, I came on board that vessel where the above mentioned sailor belonged. Here I was told that no one would have my Mormon doctrines. I was, however, after having meekly reasoned with them, allowed to read a portion of a tract, entitled; "Are you a Christian?" This, together with my asserting that I abhorred the Mormon doctrine as much as they, seemed to remove their prejudice and they all accepted my tracts. Some of them enquired where we had our religious meetings, and said they would come to hear us.

Aug. 23rd. Yesterday, being Sunday, three persons were received into fellowship with the church. The one was a seaman in the King's service whom I have had the opportunity to be well acquainted with, as I often have visited his house, and can say that I have met with few who have given a clearer evidence of a real change of heart than this man.

Last week, on visiting the vessels, I met with a pious captain from Nystad in Finland, who rejoiced over



my visit, as also in receiving Swedish tracts for his men, as some of them, as well as himself and the mate, understand Swedish perfectly well. He, with two of his men, were at our meeting yesterday.

Sept. 6th. Yesterday another of our brethren came to me and engaged himself as a tract distributor among seamen. Praise God! the brethren seem to feel it a privilege to be co-workers in the cause of God among the sailors. Last evening the pious captain from Nystad was at my house, and we had a very pleasant and edifying time together till late at night. We took a very feeling farewell after having commended each other to God in prayer.

Sept. 15th. This evening at our meeting, a pious seamen from Langeland came to me, and expressed his joy over having found out (as he said) the people of God. He expects to stay here a fortnight. We had quite an unusual number of strangers present this evening at our meeting. My prayer to God is, that he would please to pour out his spirit upon us. Last Sunday we had quite a number of seamen present at our meeting, especially in the afternoon. Last week I had a very interesting conversation with an English captain on board of his vessel from Newcastle. He had not made a profession of religion, but intended to do it as soon as he would get home. He appeared to be near the kingdom of God, and I urged him at once to go up and possess the promised land. He gladly accepted a few English tracts.

September 20th. Yesterday our brother, the pious sailor from Langeland, brought four of his shipmates with him to our meeting. Others of our brethren had also gathered sailors and others, so that we had our place of worship quite filled both fore and afternoon. I, also, praise the Lord! felt great liberty in preaching salvation to sinners, through the atoning sacrifice of Christ. O! that the Lord would please to awaken many in this city out of their sleep of death. To-day a man has visited me, apparently in great anguish of mind, on account of conviction of his sinful and lost con-

dition. He was awakened at our meeting yesterday. May the Lord by his Holy Spirit bring him to a sound conversion; beget in his mind that peace of God which passeth knowledge and a good hope through grace, through faith in Jesus Christ. Amen.

Sept. 30th. Last Sunday a young female, after having related her experience before the church, was unanimously admitted into fellowship with the church. Last evening our brother from Langeland took his farewell in our meeting, as he was to sail for Lubeck this morning. Some time ago I received a lot of tracts in the Finnish language, which brother Erickson from Gothenburg was so kind as to send me. We have in the Summer time constantly a number of Finlanders in this port, who come here with lumber and planks. In the past fortnight I have chiefly been occupied in visiting the Finlanders, and have distributed among them a goodly number of tracts in their native language. I intend to write to Mr. Hyser, at Stockholm, that he would furnish me in the Spring with a lot of Bibles and tracts in the Finnish language, as I doubtless will be able to dispose of them to good advantage. During these past three months I have made 500 religious visits on ship-board, besides religious visits in the town, distributed about 3000 copies of tracts in the Danish Swedish, Finnish and English languages. Besides, I distributed 100 copies of New Testaments in the Danish and Swedish languages. To God be all praise and glory. A good number has been persuaded to attend religious meetings and four have made open profession of religion by joining the church.

With deep reverence, I am the unworthy servant of the honored American Seamen's Friend Society, and our common Lord and Saviour Jesus Christ.

F. O. NELSON.

COPENHAGEN, DEN. Oct. 6th, 1852.

## Sailor's Missionary.

GOTHENBURG July 7, 1852.

TO THE HONORED SEAMEN'S FRIEND SOCIETY.

I can but acknowledge the joy I feel in seeing the work of God go forward in our beloved Sweden. Though at times in our short-sightedness, we do not always perceive or notice as we ought his goings in the sanctuary. It seems as if the Lord is soon about to cause a great spiritual resurrection in Sweden. The Whited Sepulchre (our state church,) though its mouth is closed with a large stone (our restraining and conscience binding laws,) sealed with a large seal (the conventicle law,) and guarded by strong guards (the Priestly power and authority,) is not able to hinder the conversion of hundreds, which we hear of with joy from several quarters, any more than the Jewish priests and Roman soldiery could prevent the resurrection of the Prince of Life. Many Mary Magdalens, and many Peters and Johns among us are looking with anxiety into the Sepulchre, (the state church,) and perceive to our astonishment, Christ is not there. Many like the disciples, walking to Emmaus are talking about these things; and when talking together the Lord himself draws near, and explains the scriptures, and their hearts begin to burn. Many are literally running to and fro, and knowledge increases very much now, both conversation and writing is brought to bear on the subject of the Gospel and religious liberty. Religious awakenings (revivals) are heard of from all parts of the land. Many are weepingly enquiring after Christ. Many also are made happy in hearing and recognising the ways of the Lord. O! how happy are we when we have seen Jesus! How gladly do we run and hasten to tell to our brethren, our fellow sinners, what a dear Saviour we have found—the Lord is surely arisen. We hope, and it seems as if the time was now coming, when the words of God, recorded in Isaiah 40 chap. ; 9, 10, 11. v., were about to be fulfilled in Sweden.

I have during these three months had many heart-rejoicings. The 21st of April, the Lord made me the means of awakening a person who had been until then secure in Pharisaical self-rightousness. This happened through a conversation I had with the said person, and the conviction became so pungent that I at first feared for her. But the Lord made me also to be the instrument in bringing peace to her wounded spirit, by directing her to the cross.

The 14th of May came, and as usual found me on board the vessels with my Bibles and Tracts. I there met with a captain from Norway, who began to enquire what kind of motive it was that drove me thus to go about preaching. We came soon into a very good understanding with each other, after I had given him an answer to his queries, and I found in him a brother in Christ, an Israelite indeed.

The 29th of May I met with another pious Norwegian captain, an elderly man, who for many years has walked the narrow way. This man I can truly say was a father in Christ. I cannot say how unspeakably much good I derived from associating with this man of God, during the fortnight he stayed here, he said, if we are called of Jesus Christ to be his disciples we must show it in a holy living, and in being zealous in good works. We ought to show our faith by our works. Praise God! who has sent such faithful representatives among seafaring men. Such a man is spreading an heavenly Saviour wherever he goes.

It is also with great joy that I can relate, that among the many vessels which this season have left our port with emigrants for America, only on board of one of them, have I met with cold reception among the passengers. In other emigrant vessels I have found larger or smaller numbers of serious minded souls, and many evangelical and precious Christians. These I have often visited while they have staid in port. I have often visited them in their lodgings and on board the vessels, endeavoring, in my feeble way, to point out the way of life to those wanderers, and it would seem as if



my efforts have not been in vain. I can relate a case which will show that the word of God is still sharper than a two edged sword, and is a judge over the thoughts and imaginations of the human heart.

One day, not long ago, came a stout strong built young farmer, one of an emigrant party, whom I previously had visited and spoken to about the necessity of repentance. This man came now with tears in his eyes, desiring to speak to me alone. He now confessed he was a great sinner, desired to know if I could tell if there could be mercy for him with God! He gave me a six dollar which he directed me where and to whom it should be delivered, as a restitution for an article worth only the half of that amount which he had unintentionally taken from another, and forgot to hand it back. Thus when men's consciences are awaked they do not think sin to be a light matter.

A goodly number of Bibles and Testaments have during these past three months been circulated among seamen going to almost all parts of the globe, and to emigrants leaving our shores for the western wilds of America. Evangelical tracts have been distributed in thousands, and we cannot doubt but that some of this precious seed will fall upon good ground and bring forth fruit to eternal life, to the honour and praise of Christ Jesus our Lord.

I desire to be remembered in the prayers for the people of God in America, and subscribe myself the humble servant of the *American Seamen's Friend Society*.

ERICK ERICKSON.

#### Errata.

Shall we occupy room to correct the typographical errors and blunders of the last No. 3? we prefer giving our correspondents and readers an assurance that if the types decline discoursing good sense in future, they shall not deal in nonsense.

The error of a moment is often the sorrow of a life.

Every day have higher thoughts to God—lower thought of self—kinder thoughts of your brethren, and more hopeful thoughts all around you.

#### Account of Moneys.

From Oct. 15th to Nov. 15th, 1852.

##### *Directors for Life by the Payment of Fifty Dollars.*

George S. Conover, by Refd.  
Dutch Church, Market St.  
N. Y. 77 19

##### *Members for Life, by the Payment of Twenty Dollars.*

J. E. Swift Jr. Stonington Ct. by his father (in part)	5 00
Dr. William W. Ely, Rochester N. Y. by George A. Talbot, Brooklyn N. Y. (amt. ack. below)	
Dea. Joshua Noyes, by Congl. Soc'y, Westerly, R. I. (balance)	9 25
James G. Barbour, by First Congl Soc'y Norwalk Ct.	20 00
Henry J. Hoyt, do do	20 00
Stiles W. Curtis, do do	20 00
Oliver S. Clark, do do (balance)	9 67
William H. Benedict, by Union Meeting South Norwalk Ct.	20 00
Rev. John Dinsmore, by Congl. Soc'y, Northampton N. H. (balance)	9 45
Theresa Alvord, Syracuse N. Y., by her Grandmother.	20 00
Mrs. Richard I. Wells, by Ladies Bethel Society Hudson N. Y.	20 00
Mrs. Emily P. Ely, Huntington Ct.	20 00
Curtis Clark, by First Congl. Soc'y Danbury Ct.	25 83
Dea. Oliver Stone do do	25 83
Dea. John F. Beard, do do	25 83
Rev. D. A. Stroug, by Monument Ch. Deerfield Mss. (in part)	11 00
Rev. H. M. Storrs, by Juv. Sewing Circle, Lawrence Mss.	20 00
Mrs. Catharine M. Storrs do	20 00
Elias Wheelock, by Evan,	



Church Uxbridge Mss. 20 00  
 Rev. J. B. R. Walker, by  
 Congl. Soc'y Bucksport  
 Me. 21 49

*Donations.*

From Congl. Ch. and Soc'y  
 Stonington, Con. 100 00  
 " Seventh Day Bapt.  
 Ch. Westerly, R. I. 9 82  
 " Second Pres. Church,  
 Brooklyn. N. Y. 204 07  
 " First Bapt. Ch. Westerly  
 R. I. 12 00  
 " Mrs. H. W. Dwight,  
 4th Pres. Ch Albany. 5 00  
 " First Refd Dutch Ch.  
 Pokeepsie, N. Y. 26 00  
 " A Friend, Great Falls,  
 N. Y. 50  
 " Refd Dutch Church,  
 Kinderhork, N. Y. 44 43  
 " Frank Bishop, Nor-  
 walk, Ct. 11  
 " S. B. S., N. Y. 5 00  
 " A Friend to Seamen,  
 N. Y. 2 00  
 " E. Disbrow, Jr. West-  
 port, Ct. 2 00  
 " Cash, 5 00  
 " A Friend, Albany, N.  
 Y. 1 00  
 " Second Congl. Soc'y.  
 Danbury, Ct. 5 00  
 " Miss J. H. Faries,  
 Williamsport, Pa. 1 00  
 " Pres. Church, Smith-  
 field, N. Y. 23 46  
 " Evan. Chch, N. Scit-  
 uate Mss. (balance.) 1 50  
 " Congl Soc'y Byfield  
 Mss. 10 00  
 " Congl. Soc'y Manches-  
 ter do for L. M. 16 10  
 " Rev. R Taylor do 12 Vols  
 " Congl. Soc'y Bucks-  
 port Me. L. M. 21 24  
 " Congl. Soc'y Ells-  
 worth Me. L. M. 26 00  
 " First Congl. Soc'y  
 Topsham Me. 15 66  
 " First Congl. Soc'y  
 Brunswick do 16 33

\$975 76

*Sailor's Home New York.*

Miss Hannah Williams, Ston-  
 ington, Ct., 2 pr. drawers.

Mrs. Nancy A. Adams, Weath-  
 ersfield, Ct., 2 pillow cases.  
 Mrs. Nancy Blim, do 1 quilt.  
 Ladies Benev. Soc'y., do 14  
 striped shirts, 7 flannel do,  
 3 calico do, 1 unbleached do,  
 6 prs. sheets, 6 prs. pillow  
 cases, 1 pair pants, 2 pr.  
 woolen socks, 1 quilt.  
 Mrs. J. Driggs, Cheshire, Ct.,  
 1 quilt and sundry books.  
 Miss Lois. C. McMahon, New  
 Milford Ct., 1 quilt.

*Sailor's Home Mobile.*

Ladies Bethel Soc'y, Newbury  
 Port, Mass., 2 quilts, 2 cover-  
 lets, 16 sheets, 19 pillow  
 cases, 12 roller towels, 2  
 hymn books cash \$24 46c;  
 Total value \$42 00

*Moneys received by T. D. Quincy,  
 Treasurer of Boston Seamen's  
 Friend Society.*

From Central Ch. Haverhill  
 Mss. 20 84  
 " Whitfield Chch, New-  
 bury Port, Mss. for  
 Life Member. 26 00  
 " Unitarian Soc'y do do 18 29  
 " Mavericks Soc'y East  
 Boston. 28 78  
 " Essex Street Church  
 Boston. 144 31  
 " Park do do do 113 00  
 " Central Church Do.  
 \$20 00 to make A.  
 Hardy, L. M. \$25 00  
 for Library for Ship  
 Queen of the Seas. 181 51  
 " First Evan. Church,  
 Cambridgeport \$20,  
 to make Ambrose  
 Chamberlain L. M. 69 96  
 " Old South Ch, Boston. 159 60  
 " Rev. Mr. Lawrence  
 Ch and Soc'y, Mar-  
 blehead, \$40 00 to  
 make Susan Snow  
 and Rebecca Good-  
 win L. M. 93 50  
 " T. R. Marvin, Boston. 5 00  
 " Bowdoin St. Church  
 do \$20 to make Fred-  
 erick D. Allen, L. M. 126 00  
 " West Andover. 12 00

\$998 79